

"THE HONGKONG TELEGRAPH."

THE LEADING NEWSPAPER IN THE FAR EAST.

The Hongkong Telegraph has just completed the first decade of its existence. On the 15th June, 1881, the first issue was sent forth.

The platform then adopted was "to accurately and fairly represent the feelings and expressed wishes of the community." That is still our aim.

The method adopted was "to publish everything that is good for the public to know, and interesting to read." That is still our method.

Several important improvements in the printing department are contemplated, and the size of the Telegraph will shortly be increased by several columns, for advertising purposes.

The Telegraph aims at giving the earliest, freshest, and most accurate local and general news, and it generally gets there.

The staff consists of four dukes and a prize fighter, who speak all the dead languages and several that are seriously ill.

The common reporters have orders to follow the Telegraph men to where any news is lying concealed. Our contemporaries generally do the rest of the lying unconcealed.

Our ten years' record shows more fact and fun to the square inch than could be found in all the other papers if they lived to be a thousand.

Public scandals, "fishy" deeds, official venality, "log-rolling," and indeed everything calculated to injure the interests of the community receive scant mercy at our hands.

Authenticated communications likely to interest intelligent men are always welcome.

Those ventilating petty individual grievances are fed to the goat.

The Telegraph has advocated every public reform obtained since it came into existence, and some not yet achieved. But we are still at it.

It has vigorously, and often successfully, opposed vexatious legislation, both local and imperial.

The Telegraph is listened to by the powers that be, because it never sullies its columns by grinding somebody's axe.

The mail issue costs \$6 a year, locally, and is subscribed for on five continents.

We have correspondents in most ports within 1,000 miles of the office, and bear away the palm for early and exclusive news.

The Telegraph is the only paper that can keep the misdoings of Companies in a cold sweat all through the summer.

An unsolicited reference from an old subscriber in Tashkend:—"Your journal is improving with age. How ever can you do it at the price?"

A subscription to the Telegraph is equal to a guarantee of respectability.

People of a certain class have never a good word to say for the Telegraph—but they read it just the same; they watch its course much the same as a pickpocket watches a policeman.

This class know that they need not pass the ordinary low-down prints which are watched for newspapers, before the real thing was introduced, and which are now known to be as much use as a dead blue-bottle.

Subscriptions must be prepaid—we have \$200,000 worth of bad debts on our books already, and we are going to shut down on credit—it takes money to buy land.

The Hongkong Telegraph. Forwarded regularly to any address on receipt of the money and postage. \$24 a year.

Our subscribers flood the post with testimonials more flattering than a photographer's remarks to his clients.

One wrote only a few days ago:—"I like the Telegraph. It is brave, bright, and breezy. It exposes frauds in velvet and shams in ermine, no matter what the consequence may be."

The repression of the troubles in the North is attributed by Li Hung-chang to our peaceful influence.

A good judge says:—"It's the best tonic against Mongolian malaria and the Mongolianized European variety I know."

The Hongkong Telegraph is the only thoroughly independent paper this side of Jordan.

It is the liveliest, and most readable paper within nine thousand miles, and the only one that owns an office goat.

It has a circulation wherever its contemporaries go, and in 1247 places where they don't. It comes out at 5:30 p.m., so that the subscribers see it the same evening.

We can offer several practical suggestions to advertisers desirous of whispering in the ear of the public.

We shall make a specialty of paragraph notices which a great literary genius concocts (free of charge) so cunningly that nobody knows the pill is there until it's taken.

All the crowned heads in China, Japan, Siam, and other empires take this paper in.

We are regularly interdicted in Russia, Spain, and other despotic territories.

We cater for all classes, but champion the cause of right and justice only.

It doesn't always pay—but we are not running the paper for profit.

We are therefore able to supply subscribers at the low rate of

\$24 A YEAR.

"THE HONGKONG TELEGRAPH."

Intimations.

DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S LEMON SQUASH.

A VERITABLE LEMON SQUASH AERATED, COOLING, THIRST QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 4th May, 1891.



BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

BIRTH.

On the 6th inst., at Shanghai, the wife of HENRY H. JOSEPH, of a son.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 11, 1891.

THE PROPOSED CHINESE CONSULATE.

That immaculate association known as the Hongkong Chamber of Commerce is once more letting us know of its existence, for although nothing is said in the advertisement in another column as to the authority which has assumed the responsibility of calling the public meeting for Wednesday next, it is understood to have been done at the instance of this body. Once a year we are made aware of its existence by the Chairman imitating the President of the British Association at home, and treating the public to his views on matters commercial, social, and political. He favoured us this year, in an address of considerable ability, with his views generally upon these subjects, and the community no doubt were proportionately edified. Now, we conclude, we are to have this gentleman's views upon an essentially political matter, namely the burning question of a Chinese Consul to be or not to be. Considering that the appointment has been made by the Foreign Office, and the Taungti Yamen

duly notified; considering also how unlikely it is that the appointment would have been made unless its advantages or disadvantages had been weighed by Lord Salisbury, it does seem as if the energetic little Chairman of the Chamber will exhibit himself, in this matter, in an attitude no more dignified than that of Ajax defying the lightning. We have seldom read a more feeble case than has been made out by our contemporaries opposing the measure. The *Daily Press* reproduces Sir RICHARD MACDONNELL'S despatches on this subject, written nearly a quarter of a century ago, when the question was first proposed, and endeavours to show that the arguments then adduced have the same weight and effect as now. Is this so? Governor MACDONNELL, in the first instance, takes exception to the fact that the appointment of a Consul had not only not been initiated by the Chinese authorities, but was actually an impromptu suggestion of the British Minister, and, by inference, he tries to make it his strong point that it will be time to consider the appointment when officially applied for through the proper channels. In the meantime he concludes by saying "Altogether neither I, nor my executive, nor the representatives of the commercial and general interests of Hongkong in the Legislative Council, are able to see in what manner the legitimate interests of Great Britain or China are to be benefited by adopting this most unnecessary and uncalled-for suggestion of Sir R. ARCOCK." Throughout the whole of Governor MACDONNELL'S despatch His Excellency harps on this point, though the objection he advances against the establishment of the Imperial Maritime Customs here has since been rendered inapplicable by its establishment, and by its working harmoniously and well since, as even the *Daily Press* admits. The second objection denies that China is in the same position as other Treaty powers. That may have been to some extent true in 1869; but palpably does not hold good in the good year of 1891. Diplomatic and Consular representatives have been appointed to Foreign nations throughout the world; China has been admitted to the comity of nations, and although she does not progress with the alacrity that Western nations would desire she is gradually adopting foreign methods and systems as quickly as seems judicious to her rulers; foreign nations vie with one another for the Empire's patronage, and it was only the other day we witnessed the unusual spectacle of the Emperor himself boldly shaking off the trammels of Celestial court etiquette and advocating the rights of foreigners, promising that the whole machinery of the Empire should be set in motion for their protection. China has successfully held her own since 1869 against two great European powers separately, and has fairly earned the title to be considered in Far Eastern matters, yet, forsooth, we are called to-day to witness in Hongkong the sight of our puny would-be dictators stepping out into the public arena, brandishing their swords at the "Venerable hills" opposite and demanding, nay, insisting, that a slap in the face should be given to this great Empire such as would almost amount to a *casus belli* with any less enduring and peacefully disposed race. The only other points Governor MACDONNELL lays stress upon in his despatch are—1st, That piracy was still rife on the coast, and the Chinese Government were helpless to subdue it. Our readers can themselves say whether or not this fact still holds good. 2nd.—That the Chinese are great at the art of squeezing. Well, how does that affect the question? We are all more or less tarred with the same brush in this respect; it is simply an incident peculiar to the Chinese system of taxation. It concerns themselves alone. They all do it, and submit to the system with universal complacency. If not with satisfaction. The parting shot which Sir RICHARD fired off was that the Kowloon Magistrate answered His Excellency's purpose admirably. No doubt he did, for we cannot forget that Sir RICHARD legitimized gambling and some equally immoral and objectionable courses, and the present incumbent would have been, if not a GORDON CUMMING, one after his own heart in this direction. Still times change, and the gambling mania of Sir RICHARD MACDONNELL'S day is not a popular cry to-day, that is if Mr. J. J. KERRICK and Mr. E. R. BRILLIEN are to be considered authorities on the subject. Not only are the Chinese entitled to a Consular representative here by considerations of Treaty rights, policy, and commercial utility, but we maintain that the appointment will be peculiarly beneficial in assisting in the development of the commercial interests of Great Britain, as well as the minor local commercial interests of the Colony. In our opinion the Chamber of Commerce is making an unusually astute exhibition of itself in this matter, and is carried away by the exuberance of its own verbosity and

self-importance, oblivious altogether of the fact that this is a question soaring above the interests of the selfish few who are trying to make this colony a pocket borough purely and simply. A privilege that Singapore has been accorded, and which has been found to work admirably, in assisting the Executive in the preservation of order in a centre under the domination of a variety of secret societies not in existence in Hongkong, is to be denied to the loyal and orderly native classes here, because the Chamber of Commerce "hop-o-my-thumbs" on whom individually (with the exception of a very few) and collectively we would not stake a hair-pin for intelligence or discretion, have got some feminine idea that their rights are assailed. Sarah Gamp considered she had some sort of prerogative in her pickings from the patients' delicacies, and so far as we can see, viewing it from whatever point we may, the Hongkong Chamber of Commerce has a prerogative equally shadowy with that of Sarah's, and one which, if we mistake not, will have about as impractical and ludicrous a result in the end.

TELEGRAMS.

FRANCE AND RUSSIA OBJECT TO THE TRIPLE ALLIANCE.

LONDON, July 3rd. There is a growing irritation in France in consequence of the renewal of the Triple Alliance. The Russian newspapers consider the alliance is a menace requiring a prompt alliance between France and Russia.

THE EMPEROR WILLIAM IN HOLLAND.

His Majesty the Emperor of Germany has arrived at Amsterdam, and was received on landing by the Queen, of the Netherlands and the Queen Regent. The welcome given to the Emperor by the people was most cordial and in honour of the visit a great number of festivities are taking place.

ATTEMPTED TREK BY BOERS.

One hundred armed Boers attempted to enter Mafeking, and were prevented by the Chartered Company, who arrested the Boer leader.

THE FREE EDUCATION BILL.

July 9th. The House of Commons has finally passed the Education Bill.

IRISH ELECTIONS.

An anti-Parliament bill has been elected for Carlow. Parnell regarded this as a test election.

A TYPHOON THREATENED.

The Spanish Consul kindly forwards a telegram received to-day from Bolinao, which says that the depression in the Pacific is returning to the North, and another exists in the China Sea. Dr. Döberck says it is west of Luzon.

LOCAL AND GENERAL.

THE Dockyard Police are agitating for more pay.

THE tea ex *Empress of Japan* arrived at New York on the 9th inst.THE French man-of-war *Inconstant* returned to Shanghai on Saturday.

THE Duke of Portland subscribes for every newspaper in England.

H.B.M.S. *Swift* left Shanghai for Wuhu last Monday morning to relieve the *Linnæus*.

THE Welsh rioters have been put on trial. Two Magistrates are presiding over the tribunal, and it is expected that the trial will soon be concluded.

A LITTLE girl prayed the other night: "Lord, make me pure—make me absolutely pure, like baking powder." And yet some people say it doesn't pay to advertise.

We are informed by the agent of the Messageries Maritimes that the Company's steamer *Malakoff*, with the next French mail, left Saigon for this port, at 4 a.m. to-day.

TWELVE of the students who defended Queen Natalie have died of their wounds, but if public opinion means anything their deaths will be the turning point in Serbia's history.

At the meeting of St. John Lodge the other night two handsome 'Pant Master's' jewels were presented to I.P.M.W. Baker and P.M.G.J.W. King, in recognition of their services.

A SHANGHAI contemporary hears that Captain Burr is shortly to proceed to Beijing Sea in H.B.M.S. *Prophet*, which arrived at that port on Sunday to serve on a commission.

MRS. NEWBOLD (handing tramp several biscuits)—Here, my poor man, are some of my home-made biscuits. You will find the saw and axe in the washboard. Tramp (closely examining the biscuits)—Are they as bad as that?

BEFORE Mr. Wise to-day a Chinaman was sent to prison for fourteen days for stealing ten catfish of beef from the Argyle and Sutherland Highlanders' mess. He confessed his fault, but pleaded that he wanted it to mend his boots.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels holding coast pennant C between 9 and 10.30 a.m. on Sunday to convey men ashore to the 11 o'clock service, returning about 12.30.

COMPLYING with the requests of many of our readers we again continue to supply a weekly report of the share business done on the Bazaar. The information is obtained from the most trustworthy sources and can be thoroughly relied upon as being correct. The report of the past week's business will be found in our Commercial column.

AN Indian contemporary says that the southwest monsoon this year threatens to be one of exceptional severity, the damage it has already occasioned having been great; while there is every prospect of the present boisterous wet weather continuing for some time to come. The result of the heavy rains has been that the whole northern part of Colombo has been flooded.

THE Ceylon pearl fishery last season was the second largest on record during the present century.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Jason*, from Liverpool, left Singapore on the afternoon of the 8th inst., and is due on the 14th.

A CORRESPONDENT of the *N. C. Daily News* writes that riot were attempted on the 25th and 26th of June at Teluklangpu and at Houlin Fu on the Grand Canal, but were suppressed by the officials, no serious damage being done.

We are marching on. Thirty years ago the King of Siam was content with a set of sapan-wood masticators, and was shy about letting folk know of the fact, but now we read that a rajah, that of Tontoli in the Celebes, has arrived at Macassar with a following of chiefs, on his way to Singapore, to get false teeth put in. He has got the permission of Government for the voyage, which probably will cost him a set of gold teeth at the least.

HONOLULU is threatened with a water famine. "Once more," says the *Commercial Advertiser*, "the pipes discharge into our ice pitchers a rich gravy of a faded Krakatoa afterglow. Once more the festive captain cranes his neck around corners and through fences to see if some customer is surreptitiously running the hose in his back yard and getting more soup from the storage reservoirs than the law allows." The Legislature some time ago made an appropriation for the construction of new storage reservoirs, but nothing has yet been done to improve the situation.

News has been received at Shanghai of the death of a Niece of Mr. William Hunter, formerly of Canton, in his 81st year. Mr. Hunter was a native of Alexandria, in Virginia, first came to China in 1815, leaving for good in 1868. He was a partner in the house of Russell & Co. from 1837 to 1842, and was afterwards connected with the firm of Messrs. Augustus, Heard & Co. He published two books as the result of his long residence in the Far East—"The Fankwaie at Canton," and "Bliss of Old China," interesting works of foreign life in China before the Treaty days.

THE P. and O. fleet is, we understand, about to be further increased. In addition to the passenger steamers *Himalaya* and *Australia*, at present under construction by Messrs. Caird & Co., the Company have purchased a steamer on the stocks to replace the *Hongkong* and have made further contracts with Messrs. Caird & Co. and the Naval Construction and Armaments Co. of Barrow, for two ships each of a type similar to the *Bombay* class, but with larger capacity and higher speed. These ships will be named respectively the *Adm. Java*, *Manila*, *Malacca* and *Formosa*.

HONGKONG is a lovely place. Some people are so attracted that bolts and bars will not keep them away, nor fear of death deter them. Mr. Chan Hing is this way. He has suffered various terms of martyrdom, from three months' imprisonment up to a year for burglary, ever since 1887. Early last year the Government quietly removed him, but, true till death, he returned to his old love, and was run in for twelve months for "returning from banishment." He was free in May last, and was again put out; but love is stronger than iron bands, and he came again, only to be sent up to-day for a year more.

THE Sydney City and Suburban Retail Produce Merchants' Association has just issued a circular calling with the question of Chinese competition. The circular asserts that "the Chinese must go," and points out that although the number of Chinese in Australia is decreasing, the 15,000 or 16,000 remaining are doing an immense amount of injury to existing trades. It is argued that the Chinese do not, as other aliens, stand on the common platform of citizenship, but go there merely to amass wealth for China. In order to avoid this unequal competition it is suggested that every wholesale merchant shall refuse to sell to a Chinese who cannot prove by his habits of life that he has made that his adopted home. All Australians are asked to assist in doing away with this unfair competition.

At the Magistrate to-day two Chinamen, one of whom is brother of the youthful "plunger" Tso now figuring prominently in the sensational conspiracy prosecution, were charged, with having in their possession a quantity of contraband opium. Mr. Philippo defended. Five farm certificates were produced, all in the name of Mr. Tso. None were in the second defendant's name. The farm tester proved that some of the opium was not farm opium. Some was of an old brand, previous to the present farm certificate. Mr. Philippo called for the production by the farm of samples of the old brand, to compare with that produced; and he asked for a refund for that purpose. A fine of \$3 or ten days was imposed on the second man, and the first was remanded until Monday, on bail of \$100.

A SHANGHAI contemporary says:—"A correspondent at Tientsin writes, under date of the 5th June, that all was quiet there, everybody laughing at the ridiculous panic that (it is supposed there) has seized Shanghai, with its men-of-war, policemen, steamers, etc., while Tientsin has no gunboat within hundreds of miles, and steamers only occasionally at the wharf. It is a mistake, we are told, to suppose that Li is remaining passive, as he is much alarmed, and is using all his influence to maintain order. There is a report, we learn, which remarkably corroborates Mr. Drummond's theory that Li is trying to push Anhui men to the front in preference to Russian men. It is, that Li Ming-chuan is to be appointed to assist the Viceroy Liu Kun-yi, at the head of a special commission, should his health permit of it when he returns from Formosa. Li Ming-chuan, as is well known, is an Anhui man and a special protégé of Li Hung-chang, and if this appointment is made, it will be a very significant one."

THE brokers went muttering to and fro, There was something on. They were all in the know.

"Well never reach Heaven above," they cried, Let's syndicate one for ourselves below.

So they hired a Paradise fair and wide, In Queen's Road Central. Just inside.

Were the jasper columns and shining floor, With which orthodox Heavens should be supplied.

There were many mansions to let; and more For the use of the saints themselves. Before

The chairman's throne the seats of the blessed Were set, to the number of several scores.

Here shall they cease not, nor shall they rest From fervent worship of scrip "at best."

And "Banks" and "Sugars" and heavenly things Are thence to be dwelt on with pious zest.

But the "outside man" and "short-seller" clings Despairingly to the chance that brings

Some joy of Mammon's worship; and vain Among the seraphs the y'd wave their wings.

It may not be. Shall outsiders stain That shining floor? Their hopes are vain.

Till they buy their seat on the golden shore They may never enter Heaven again.

THE Shanghai Land Investment Company, Limited, has declared a dividend of two and a half per cent. for the half year ended 30th June.

LORD Salisbury, stout and indolent as he may now seem, has been a hard worker, and in 1852, when he was Robert Cecil, visited the Bendigo and Ballarat gold-fields, where he lived in a tent, did his own washing and cooking, and dug and gathered nuggets.

BEFORE the Acting Harbour Master to-day the master of the steam launch *Fi-jung* was charged by Sergeant Niven, of the water police, with overcrowding his launch. The prosecutor said that the launch was returning from the *Oceano*, which arrived yesterday, and that he counted 97 adults and seven children. The launch was licensed to carry 62 passengers and five crew, so that she had 92 in excess, besides being piled up sky-high with luggage. A fine of \$100 was imposed.

The first of the new season's tea, sent forward per *Empress of Japan* from Shanghai on the 5th, was sold in New York on July 3rd, or 28 days from the date of shipment. Teas by the *Mayone*, which left on May 28th, were sold in London on the same day (July 3rd). The *N. C. Daily News* hears that the *Mayone*'s teas are doing fairly well in London, nearly 40,000 packages having been sold already. Fine teas are quoted 3d to 4d, a pound below, and common teas, 1d. a pound above, last year's opening rates, so that at present the outlook for the season is not without promise.

The people of Samarang (Java) complain a surfeit of entertainment from Shanghai. Kiasse Abas, the Ida Puli Rosa troupe, Harman's Circus and the switchback railway have been too much for them. The new Italian Opera Company in Batavia has been playing to very poor houses, although the company is said to be a very good one. A writer in the *Java Bode* says it would make a true lover of art and to see so many empty places, and he would be ashamed to live in a place where a circus proprietor had been made rich and Stanley's petticoated slingers had been paid with gold whilst there is hardly a cent left to support an able *imprésario* in his artistic struggle.

THE Label rifle was used with terrible effect during the recent disturbances at Formosa. Reports made by experts show that each of the little steel balls, which it discharges with such tremendous velocity, went through the bodies of three victims in succession. Although so much smaller than an ordinary leaden bullet, some of the balls ploughed holes about 4 inches square in the wall of a little drinking shop in the line of fire at the opposite end of the square from that in which the troops were drawn up. Forty soldiers fired, and practically they only fired once, because the first time they aimed high up in the air, yet the number of killed was seven, and the wounded were counted by scores. Some of the latter had hideous looking wounds in two, three, and in some cases four different parts of the body. Mr. Carnot was prompt to order shooting, but he would probably have hesitated had he realised what the employment of the Label rifle would mean.

At the Magistrate to-day three men of the Li Yau shop, 117 and 119 Jervois Street, were brought up on remand from last week charged with being in possession of 124 packages of Malaya opium and 2 of Penang opium, without permit. Mr. Holmes defended, and called the master of the ship, who said that the opium had been in his store some time ago, and a permit was produced, to cover possession at that date of one chest of Persian. The opium was then shipped to Amoy for sale, but failing that it had to be returned to him. He maintained that the permit was valid. The Excise Officer contended that it must then be a fraud against the Export Department, giving false particulars—stating "one chest Persian" whereas it was really part Malaya. Mr. Holmes replied that that was immaterial, as the chest without a permit was "Persian" so that the description in the permit was correct. The case was ultimately adjourned for further inquiry to be made into the statement of the defence.

CONSIDERABLE alterations (says the *Japan Gazette*) have been and are taking place in the machinery of the Nippon Yusen Kaisha. The internal changes, however, are now almost if not quite completed, and the further changes contemplated will have connection with the outward and visible signs of the company. The Nippon Yusen Kaisha, according to *Reisch*, is meditating the advisability of starting some new lines. It is rumoured that a Russian Company is, under the auspices of its Government, about to open a line of steamers between Vladivostok and Hongkong via Korean ports, Shanghai, Cheloo, etc. The Nippon Yusen Kaisha regards a line including the Korean ports as a very profitable route, and has decided that if the Russian Company carry its scheme into effect, it will immediately start a rival line and enter into sharp competition. We are not generally inclined to take the word of the *N. Y. K.* for granted, but we should have thought the Company would have preferred to be first in the field to secure whole instead of half profits. The Nippon Yusen Kaisha's most paying lines at present are the Korean and Hokkaido lines, although the profits of the latter line are confined to certain months of the year. The Yokohama line is said to pay scarcely its expenses. The *Kohka* announces that Mr. Yokohama Seichiro has taken the place of Mr. Yamaham as agent in Shanghai. Mr. Ogawa Zenichiro that of Mr. Plate in Kobe; and Mr. Iwagawa Seichiro that of Mr. Hepburn in Yokohama. Mr. Dunn, the manager of the Nagasaki branch, has also been superseded by a native.

THE HONGKONG ELECTRIC COMPANY.

The second ordinary general meeting of shareholders in this company was held at noon to-day. Mr. H. L. Dalrymple presided, and there were present Messrs. J. J. Kerrick, C. S. Sharpe, C. A. O'Neil, J. F. C. de Rosa, R. Lyall, F. W. Cross, C. Fenwick, A. G. Stokes, W. Jackson, Capt. Hamlin, S. I. Danby, Mr. Wickham (manager), and the Secretary.

The Chairman said:—"Gentlemen, with your permission we will take as read the report and accounts to 30th April last, which have been in your possession some time. Your engineers' report attached gives you a clear statement of the progress in the erection of the company's works and machinery, and I think considering the short time the company has been in active work—since 1st December last—factory, and I hope in the current twelve months we may see our operations extended both as to public and private lighting. The additional land acquired from the Government at the upset price to the eastward of our original lot has been partially utilized for the construction of a water tank, and on another portion of it it has been decided to erect quarters for the European staff. The site is a good one, and we have deemed it in the interests of the company to have the working staff on the premises. Theirs will still be space for

admit of considerable extension of the company's works, should this at a future date be found necessary. In any case we considered it advisable to secure this adjacent land. With regard to the accounts, I would mention that since they were made up we have received payment of \$4,000 on account of the unpaid calls outstanding on April 1st last, which will leave about \$3,600 still to come in. Before moving the adoption of the report and accounts, I shall be pleased to answer any question you may desire to put.

Mr. Cross asked whether the directors intended to extend the operations of the Electric Company in the direction of repairs of electric plant on board ships in the harbour, or to go in for electric lighting at all in connection with the shipping trade. There was a great field for them in that line, and he thought the company should undertake repairs and general work in connection with electric machinery on ships. He knew something of electric lighting work, and he thought the company would arrive at a point sometime beyond which they could not expect to increase, except very gradually, so that they should look out for some fresh branch which would increase year by year and add to the prosperity of the company.

The Chairman said that the matter had not been lost sight of by the directors, who had had it under consideration for some time. They were quite prepared to take up the branch suggested, and intended to push it vigorously. There certainly was a very great field for them, and it would not doubt bring the company into a prosperous and paying condition. The matter was certainly not lost sight of.

As there were no further questions or remarks, the Chairman proposed, Mr. Stokes seconded, and it was agreed unanimously, that the report and accounts as published be adopted.

Mr. Fenwick proposed, Mr. A. G. Stokes seconded, and it was agreed that the retiring directors, Mr. Keswick and Mr. A. P. Stokes, be re-elected.

The Chairman proposed, Mr. Jackson seconded, and it was agreed that the auditors, Mr. Gresham Stewart and Mr. McIntyre, be re-elected.

This concluded the business of the meeting.

THE TRANS-PACIFIC CABLE.

The following communication has been addressed to the *Japan Herald* by Admiral Belknap, and will be read with interest by all engaged in commerce throughout the East.

Referring to the editorial in your issue of the 25th inst. concerning the proposed submarine cable across the Pacific, I beg to say that while the *Tuscarora* survey made in 1874 did not promise feasibility for the Northern route, owing to the great depths met at certain localities of the ocean, on the route taken, I submitted the opinion to the Government of the United States at the conclusion of that survey, that a more Northern line of soundings would probably develop a route of depth sufficiently moderate for the purpose in question. Such route would skirt closely the Eastern coast of Japan and Korea, the Kurile group, and the peninsula of Kamtschatka, to Cape Kaof in lat. of about 54° 30' N.—thence Eastward to Atou, the North Westernmost island of the Aleutian chain—whence the route Eastward, along that chain and across the Gulf of Alaska to Puget Sound is all plain sailing, easy and practicable.

I do not understand that there is insurmountable difficulty attendant upon the successful laying of a telegraphic cable in depths of 4000 fathoms or 4600 fathoms and more, but to grapple and raise a cable for repairs at those great depths would tax the skill and ingenuity of the seaman and engineer to the utmost, as all will recognize who have ever had occasion to haul back from great depths any weight, however light. When the fact is recalled that the pressure increases a ton per square inch—approximately stated—for every mile of descent, the enormous strain and friction upon wire or rope and appliances, working in four and five miles depths, will be more strikingly apprehended.

The point selected for the midway station of this Northern line is Glory of Russia Bay, Tanaga Island, a harbor of easy access, good anchoring depth, safe, capacious, and with sandy beach, and fresh water in abundance close at hand.

But commercially and financially considered, investment by such line would probably never pay—and the likelihood of a cable being laid across that region of the Pacific is doubtless very remote—unless indeed, unexpected political developments demand telegraphic communication by that route.

As regards the proposed line for a cable from Yokohama to the west coast of the United States, via the Bonin and Hawaiian Islands, I consider it not only practicable but certain that a cable will be laid by that route in the not distant future.

The peoples who look upon the vast waters of the Pacific as a non-commercial home and dominion, are about entering upon an epoch of great and varied development, growth and prosperity.

Japan, on the North West of this great ocean, is daily growing in importance among the nations and enlarging her maritime horizon; to the South West a great nation—Australia—is fast arising, destined soon—with her sister country New Zealand—to dominate commercially and politically the greater part, if not all, of Polynesia; to the North East the trans-Pacific railroads and trans-Pacific steamship lines, coupled with the enormous natural resources of that region, are stimulating with tireless energy and marvelous power the growth and wealth of populations, already great, all along the West coasts of the United States and of the Dominion of Canada, while the digging of the canal across the Isthmus of Nicaragua—likely to be opened to traffic within the next decade—opens new vistas of commercial routes of both the Atlantic and the Pacific. No Asiatic country will probably be more benefited by this new avenue for maritime enterprise and expansion than Japan; nor should be overlooked, in this forecasting of widespread progress and development over the vast area of the Pacific, including the opportunities afforded by the numerous rich island groups in mid-ocean, the commercial promise and stimulating effects that will spring from the possibly not distant opening of the Siberian railway, now in process of construction by the Government of Russia.

Bearing this picture in mind, a glance at a chart of the Pacific will indicate to the most casual observer the great importance and incalculable value of the Hawaiian Islands as a strategic point and commercial center. Situated in mid-North Pacific the group looks out on every hand towards great opportunities of trade, political development, and political intercourse. Not to connect the great bases of commerce and political power—within the Pacific—by means of a telegraphic cable, with such a marked point of observation and opportunity, would be folly indeed for the coming statesmen as well as for the rising men of high commercial aims and great enterprises.

To doubt that such consummation will be ultimately reached, is to discredit the historic commercial courage, tireless purpose, and business precision of the Anglo-Saxon race, for whose under the Imperial flag of England, the starry ensign of the Great Republic, or the probably independent banner of Australia, the decline of the Pacific is, in good measure, its

hollow of the hands of the great kindred peoples who, aside from the admirable quarter occupied by Japan, are impressively planted on the most commanding positions and resources of the vast shores, already giving a common language to the formulas of its commerce, and asserting dominant control of its political thought and action.

In a lesser degree the Bonin Islands must also be regarded as an important point in the Pacific as a telegraphic station and coal depot in the coming day of cable extension and increased commercial activity.

The distance from Port Lloyd of the Bonins to the entrance of Yokohama Bay is some 500 miles. On that line the *Tuscarora* made 14 soundings—only 9 of which were in depths greater than 500 fathoms. The deepest cast was had in 2435 fathoms—22 statute miles—the single depth beyond 2000 fathoms, found on that line.

The laying of a cable to Port Lloyd from Cape King or its immediate vicinity would, therefore be an easy matter.

Between Port Lloyd and Honolulu, 59 soundings were made, the deepest being in 3287 fathoms or 31 statute miles. The depths were found to be irregular and the contour of the ocean bed anything but the plateau-like bed of the Atlantic where the cables connecting Europe with North America are laid. Indeed the existence of six submarine mountains was disclosed varying in height from 7000 feet to 2,600 feet. As the distance between the soundings, however, was from 40 to 100 miles or more, it is believed that the activities of these elevations are gentle that no serious obstruction to the successful laying of a cable would result from such irregularity of the ocean bed in that region.

The routes from Honolulu either to San Diego, or to San Francisco, present no special difficulties. On both lines, with the exception of one submarine elevation found on each route, the descent of the ocean bed from the coast of California to the Hawaiian Islands is gentle and regular, and the bottom most favorable for the reception of the cable. The deepest water sounding on the San Diego line was 3554 fathoms; on the San Francisco line 3115 fathoms—both depths close to the islands or some 300 miles only from Maui of that group.

The money recently appropriated by Congress for the further work on these routes will be expended by the U. S. Hydrographic Office in making a supplementary survey. Soundings will be made between the positions or stations of the *Tuscarora* surveys; the shorter intervals will thus determine more closely and perfectly the contour of the ocean bed, preparatory to the actual laying of the cable.

The San Francisco line will doubtless be adopted, not only because of the greater importance of that city as a commercial centre, but also owing to the fact of shorter distance as compared with the route to San Diego.

When once cable communication is established between North America and the Hawaiian Islands, extension to other points in the Pacific will surely follow.

Australia, now sending her European mails across the Continent of America, already clamors for direct telegraphic touch with the United States and the Dominion of Canada. In connection with her neighbour and sister colony, New Zealand, she is fast becoming such a giant in increase of population, growth of wealth, and fervor of political aspiration and demand, that she will be apt to get what she wants, or know the reasons to the contrary.

The preliminary survey for a cable line from Brisbane from Honolulu via the Phoenix and Fiji Islands has already been made. This was done in 1876, by Captain J. N. Miller, U.S.N., then in command of the *Tuscarora*. The deepest water found in the 107 soundings made was 3,448 fathoms, so that that route may be deemed to be practicable.

Yokohama, June 29th, 1891.

NEWS BY THE AMERICAN MAIL.

LONDON, June 9th. Russia is drawing gold, but the Bank of England is prepared. The governors of the bank are about to issue an announcement that the Bank's liquidation is proceeding satisfactorily. The guarantors are not likely to be called upon.

The balance sheet of liquidators of Baring Brothers shows liabilities of \$35,000,000; assets, \$43,000,000.

June 10th. The echoes of the baccarat scandal still fill the air. Solicitor-General Sir Edward Clarke is ill and thoroughly exhausted by it. He has entirely lost the use of his voice, and is obliged to retire from an important case in which he was retained for to-day.

The denunciation of the Prince of Wales by the newspaper press has caused a terrible reaction throughout Great Britain, and it is freely asserted that the revelations made during the trial of the baccarat scandal suit in court are judged to have done more to impel the monarchy than any event which has taken place for many years past in England.

The flat assertion made by the *Daily Chronicle* to the effect that until the Prince of Wales, on oath, swears, as his confederate did, that he (the Prince) did not violate the solemn pledge he gave to Sir William Gordon Cumming, he, the self-appointed, tests under an imputation of dishonesty quite as shameful as that which the jury put upon Sir William Gordon Cumming—reflects the general feeling on the subject.

The Queen does not attempt to conceal the fact that she is angry with everyone connected with the baccarat scandal, and the effect of her royal displeasure may yet be felt in several quarters.

Sir William Gordon Cumming's costs in the suit were \$25,000. He told a friend to-day that it was not the lady mentioned, but another, high in society, who was the principal factor in the betrayal of the secret.

Sir William Gordon Cumming was married this morning in the Holy Trinity Church at Chelsea to Miss Florence Garner, daughter of the late Commodore William Garner of New York city. Only twelve people were present. The marriage was practically a secret marriage. Sir William was proud-looking, cool, and entirely self-possessed. There was no trace in his personal appearance of depression or emotion resulting from yesterday's verdict. The lady and Sir William Gordon Cumming left this city shortly after the ceremony for the bridegroom's estate, Albany, near Fort, in Scotland, where they are now residing.

There were exactly thirteen people in the church when the Baronet led Miss Garner before the altar to make her vows, and some of these were workmen repairing the big organ, who kept up a hammering throughout the ceremony, neither knowing nor caring anything about the temporary public interest in the people gathered around them. Six persons came with the wedding party, including Gordon Cumming's sister and Miss Garner's aunt, with Lord Vernon. This accounts for eleven persons. The twelfth man was the sexton, who did not know until the ceremony was half over who the couple were who were getting married. The thirteenth man was the New York *World* correspondent. The service occupied less than five minutes, and was performed by a third-rate rector, whom neither party ever saw before in their lives. There were no music, flowers nor friends yet, except the *World* man, 15 good men, and

cheerful, but even radiantly happy. She marched out of the church on her husband's arm. She was dressed in a pearl-gray walking suit, with hat to match, just as if out for a morning's shopping. Sir W. Gordon Cumming was arrayed as though going to the Ascot races; not the slightest thing about his appearance indicating the bide-gone.

The bride and bridegroom, after the ceremony, breakfasted with Lord Middleton, Sir William Gordon Cumming's brother-in-law. Sir William has received over seventy letters expressing sympathy with him in his troubles. It is now definitely known that Sir William and his wife will make a visit to the United States in the autumn.

NOTTINGHAM, June 11th. The anti-baccarat crusade was earnestly begun and will probably extend rapidly all over the Kingdom. The landlord of the Albert Hotel was arrested and fined £10 yesterday and his licence was revoked for keeping his house open after regulation hours and permitting the obnoxious baccarat to be played therein. Five others who were indulging in this game so much loved by the Prince of Wales were fined £1 each.

LONDON, June 11th. Sir William Gordon Cumming has resigned from all the clubs of which he was a member. His costs in the suit were \$25,000. It is said he will relate his own version of the baccarat scandal in a small volume in which he will deal particularly with what he calls the rascality of Lyett Green, and the manner in which the Prince of Wales keeps secrets.

The outspoken newspaper comments upon the part the Prince of Wales played in the baccarat scandal continue to be the sensation of the day in England and elsewhere. A newspaper reporter, who was present and near the Prince of Wales to-day at Ascot, says the Prince is in a very sulky frame of mind, caused, it would appear, by the storm of adverse newspaper criticism which has descended upon him, and is still sweeping over his head.

The *Religious Press*, as might be expected of a religious weekly paper, representing all the Protestant denominations, says, for instance: "The throne rests upon the foundation of public opinion only. A few more scandals like that at Tranby Croft would destroy the foundation and Edward VIII would never be crowned."

The Vienna correspondent of the *Times* says that the baccarat scandal has caused a sensation in army circles on the Continent, especially in countries where the Prince of Wales is an honorary Colonel in special regiment both the army and navy feel most keenly the stigma which is placed upon the honorable profession by the agreement entered into between a Field Marshal and a General to maintain secrecy in regard to gambling, and by gambling with youngsters, subalterns.

Sir W. Gordon Cumming and bride are experiencing the unpleasantness of the position in which they have been placed by the verdict in the baccarat case. They were absolutely cut by society. At Wollaton Hall, the Nottinghamshire seat of Lord Middleton, to which they went yesterday after the wedding, no one of the neighbors called on them, and when they arrived at the railway station last evening they were ignored by those gathered about and were compelled to drive to the hall in a cab.

The Prince of Wales was groined and hissed at Ascot to-day. A tremendous pressure is being brought to bear on the London papers to suppress the news, and it may probably succeed for a day or two, but there is no doubt of the fact. It seems that as the Prince was driving up with a party of his friends a crowd in the vicinity, composed mostly of well-dressed people, but with a sprinkling of the rougher elements, hooted and jested his royal highness, making sarcastic allusions to the baccarat scandal.

Some cried out: "Have you brought your counters with you?" Others indulged in more offensive allusions around the Prince, though apparently too astonished to be in full possession of their wits, managed to make a counter demonstration of a weak sort in support of the Prince, who was himself pale with anger and who cast an angry glance at his insulters. This is the first time that a disrespectful demonstration has ever been made against the Prince of Wales by a crowd bearing any claim to respectability, and the incident is regarded as even more significant than the lecturing that he has been getting for the past two days from religious and secular newspapers.

Lady Gordon Cumming's family have disowned her. The aristocratic group around the Prince, though apparently too astonished to be in full possession of their wits, managed to make a counter demonstration of a weak sort in support of the Prince, who was himself pale with anger and who cast an angry glance at his insulters. This is the first time that a disrespectful demonstration has ever been made against the Prince of Wales by a crowd bearing any claim to respectability, and the incident is regarded as even more significant than the lecturing that he has been getting for the past two days from religious and secular newspapers.

PARIS, June 11th. The National to-day announces that M. de Lesseps is to be prosecuted for misleading investors who subscribed money for carrying on the work of the Panama canal.

In consequence of the fact that sixty shareholders in the Panama Canal Company have filed a complaint against the officers of the company, the prosecution of those officials will open with placing M. de Lesseps, his son and two other directors upon trial. The action of the prosecution is taken by virtue of the law relating to public companies, and is based especially upon the last issue of the Panama Canal shares.

De Lesseps being the possessor of the Grand Cross of the Legion of Honor, the case against him must be tried in the Court of Appeals, of which he is a member. The Government ordered the prosecution as a formality to prevent the statute of limitation operating before a judicial inquiry into the causes of the failure to finish the Panama canal.

June 12th. In an interview to-day M. de Lesseps declared that he is not aware that any steps have been taken to prosecute him or his son, or any of the directors of the Panama Canal Company. He asserts that it would be impossible to take such a step, as all his acts in regard to the Panama canal enterprise were legal and above board.

LONDON, June 12th. The storm rising around the Prince of Wales is fast gaining in intensity, endangering his chances of succession to the throne, if not the existence of the English monarchy. No class appears to be stirred so deeply as the great middle class, the real strength of the country and hitherto the solid prop of the monarchy.

Wherever his voice becomes audible his earnest denunciations of the Prince are accompanied by regrets at his nearness to the throne.

Representative gatherings of religious bodies—Congregational, Methodist, Baptist, Unitarian and Presbyterian—have already recorded their condemnation. The Boards of Guardians are going out of their accustomed paths to discuss motions branding the gambling propensities of the Prince of Wales as a disgrace to the country. Several Liberal societies have adopted protests against his continuance in the army.

Ever long the glowing heroism of popular heat must penetrate to the core of politics, causing party action which will not be content with anything less than action by the military authorities involving in the same official reproach the Prince of Wales, General Williams, and Levett.

Conferences have been held at the War Office, presided by Secretary Salisbury, the Duke of Connaught, General

Redvers Buller and Colonel Stacey, and it is reported that they decided that the Prince of Wales, General Williams and Levett committed no offence against military law, but only a technical breach of the regulations. In reference to the Earl of Coventry it is reported that he intimated a readiness to resign the office of Master of the Buckhounds, but acceptance was delayed until the Government sees how the Earl's retirement is likely to affect the position of the Prince of Wales.

The club sentiment naturally supports the Prince, nor has the scandal lessened the Prince's popularity in the turf set. The rumors of his bad reception at Ascot are a perversion of the facts. Court circles are much exercised over letters from the German court reflecting the opinion of Emperor William. It is believed that the Emperor has written the Queen a long and serious criticism on the Prince's life, dealing especially upon the gambling of officers as a grave offence to military honor, and upon the signing of a paper permitting the Colonel of the Guards, convicted of cheating, to retain his commission in the army.

The Queen, it is said, forwarded the letter to the Prince of Wales. Sir William Gordon Cumming, at the request of the officials of Forbes, reconsidered his refusal of a public welcome, and the town will make a holiday of the occasion. Cumming has announced that he is willing to meet the charge of playing an illegal game.

At a meeting of St. Olave's Guardians in South London, last night a member moved a resolution declaring the gambling of the Prince of Wales a disgrace to the country. The chairman of the Guardians, however, was not put, and an excited scene ensued. Friends of the mover, refusing to allow the resolution to be moved, in unmeasured terms. The meeting finally broke up in disorder.

EXTENSIVE SMUGGLING BY THE U.S. PACIFIC SQUADRON.

The *San Francisco Chronicle* of the 11th ult. says:—

For a long time rumors have been afloat that our naval vessels returning from the Asiatic station have smuggled into ports valuable merchandise from China and Japan. These rumors were of a sensational character, however, that they had no effect with the customs authorities. It was difficult to imagine an officer of the American navy descending to smuggling and outraging one of the leading criminal statutes of the United States.

But the arrival of the *Suvarna* several months ago aroused the suspicions of the revenue men. It was noticed very soon after the *Suvarna*'s advent here that several gay belles, apt in the steps of the military collision, hobbled with the cruiser's officers in rich dresses made of China fabrics. Handsome Japanese fans—not the gross paper masquerades, but gold-mounted, silk-bound fans, decorated the parlors of many of our four hundred. Not a few of our social lions affected Japanese smoking gowns, and puffed Havanas through Japanese holders.

From that time on it is stated the customs officers kept a wary eye on incoming navy vessels, and adding two and two together became pretty certain that the sum was four. With flying pennants the cruiser *Omaha*, once the flagship of the Asiatic squadron, came home from China a few weeks ago. It has always been the custom for naval commanders to submit to the port collector an inventory of whatever merchandise, outside of personal effects, there might be on board their vessels. But the *Omaha* neglected the embarrassing obligation and proceeded directly to Mare Island.

Until within a few days ago the customs authorities gave no indication of any suspicions of the legitimacy of the *Omaha*'s imports. But one day last week an unobtrusive Treasury agent started quite a coterie of navy officers by making a professional visit to Mare Island. There are reasons for believing that Inspector Noyes, for he was the agent sent, had not calculated upon experiencing any great surprises. But he tumbled across them by the boxful.

His investigations, it is said, carried him on the *Omaha*, where riches and rags surprises awaited him. Whole reams of undulating silk—Chinese gowns feasted his sight, and up to the Japanese gods with high prices marked on their bald heads leered at him from boxes strewn about the officers' cabins. Costly bric-a-brac of every description was snugly packed away in cases labeled with Eastern addresses and ready for shipment. It is probable that Inspector Noyes rendered a detailed report to his superiors of what he had discovered, and, though strict official silence has since been observed, the interesting as well as the ugly features of the scheme to defraud the revenue were fully related to a *Chronicle* reporter yesterday by a Mare Island resident, who has full knowledge of the matter.

Some of the principal officers of the *Omaha* are directly concerned in the smuggling operations.

While the cruiser was in Japan they purchased quantities of merchandise, which, if properly appraised, would foot up thousands of dollars in value. The duty placed on silk imports is particularly heavy, and to avoid its payment the officers bid away their purchases. The unpacking took place when the *Omaha* went to Mare Island. Wind of the operations reached the authorities and the investigation ensued.

It is rumored that the entire lot of smuggled goods was brought to this city and submitted to Appraiser Leavy for determination of value. The consignment has been treated as contraband merchandise and has practically been seized—pending official investigation. The fears which the crestfallen officers feel of ensuing scandal are reported to be well-founded. The appraisement by the authorities is said to mark some very high figures. One beautiful silk gown, elegantly trimmed with real gold lace—a dream in fabrics—was appraised at nearly \$1000. When ready for removal from its box an address to some Washington belle was found.

The discovery of the customs authorities has formed the nucleus of what will be a serious scandal in naval circles. It is certain that by this time the Secretary of the Navy has, through the Secretary of the Treasury, been informed of the serious offences committed against the customs laws by navy officers. A court-martial states the offenders in the face. And, in addition, they are all liable to indictments on the grave charge of "conspiracy to defraud the Government of the United States by the act of smuggling."

Some of the principal officers of the *Omaha* and one or two officers of the *Suvarna* are concerned in the smuggling.

Several packages of Chinese goods were forwarded East before the Treasury agents made their discovery.

The offenders, if indicted and convicted, will be liable either to long terms of imprisonment or to heavy fines, or to both.

The position of matters so far as it can be ascertained is that the merchandise on the *Omaha* has been seized and held for duty. The officers are awaiting the dictum of Secretary of the Navy and the District Attorney. They are a package of indictments ready to be filled out at a moment's notice. TO-DAY. In many circles the scandal has been freely discussed, and the opinion is expressed that the officers of the *Omaha* will receive "heaven's

Intimations.

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CHINA COAST METEOROLOGICAL REGISTER.

10th July, 1891.—At 4 p.m.

STATION.	Barometer reduced to level of the sea in inches, tenths and hundredths.	Thermometer in the shade in degrees, tenths.	Humidity in percentage of saturation.	Direction and force of the wind in points.	Direction and force of the surface current.	Direction and force of the bottom current.	State of the sky.	Direction and force of the surface wind.	Direction and force of the bottom wind.	Direction and force of the surface current.	Direction and force of the bottom current.
Whampoa	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Taiwan	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Amoy	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Swatow	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Shanghai	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Yokohama	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Manila	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Canton	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Hankow	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Peking	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Beijing	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Shanghai	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Yokohama	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Manila	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Canton	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Hankow	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Peking	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Beijing	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1

11th July, 1891.—At 10 a.m.

STATION.	Barometer reduced to level of the sea in inches, tenths and hundredths.	Thermometer in the shade in degrees, tenths.	Humidity in percentage of saturation.	Direction and force of the wind in points.	Direction and force of the surface current.	Direction and force of the bottom current.	State of the sky.	Direction and force of the surface wind.	Direction and force of the bottom wind.	Direction and force of the surface current.	Direction and force of the bottom current.
Whampoa	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Taiwan	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Amoy	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Swatow	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Shanghai	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Yokohama	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Manila	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Canton	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Hankow	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Peking	30.00	80.0	75	W	1	1	Cloudy	W	1	1	1
Beijing											

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
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Oceania Saturday 18th July.
Baltic Tuesday 11th August.
Baltic Thursday 3rd Sept.
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This allowance does not apply to through
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J. S. VAN BUREN,
Acting Agent.

Hongkong, 24th June 1891.

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(SUBJECT TO ALTERATION).

Parthia Tuesday... July 21st.

Empress of Japan Tuesday... Aug. 11th.

Empress of China Tuesday... 1st Sept.

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"PARTHIA,"

3,167 tons, Captain J. Pantou, R.N.R.,

sailing at Noon, on TUESDAY, the 21st July,

with Her Majesty's Mails, will proceed to VAL,

COUVER, via SHANGHAI, and YOKO-

HAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-

maux, New Westminster,

B.C., 225 338 394

Port Townsend, Seattle, Ta-

coma, Wash., 355 383 487

Portland, Ore., San Francisco,

Bank Calgary, Alta., 475 413 482

Winnipeg, Man., 285 428 499

To Minneapolis, St. Paul,

Duluth, Minn., 295 443 517

Chicago, Ill., Kansas City,

St. Louis, Mo., 395 458 534

Milwaukee, Wis., 345

Detroit, Mich., Cincinnati,

Cleveland, Columbus, O.,

Hamilton, London, Toronto,

Ont., 345

Buffalo, Niagara Falls, N.Y.,

Klugeon, Ottawa, Ont., Mon-

real, Quebec, Que., Troy,

New York, Albany, 310 461 543

Baltimore, Md., Philadelphia,

Pittsburg, Pa., 325 575 650

Washington, D. C., Boston,

Mass., Portland, Me., 345

Hallifax, N.S., St. John, N.B.,

Liverpool and London via Li-

verpool 345

Paris, via Liverpool and Lon-

don 345

Havre, via Liverpool 345

Bremen, 345

Hamburg, 345

and class steamer and 1st class on rail, and

2nd class steamer and rail, also Storage, Pares

and Rates to other places, quoted on application.

The Steamers call at Victoria, to land and

embark passengers.

Return Tickets.—Time limit for prepaid return

ticket is reckoned from date of issue to date of

re-embarking at Vancouver.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of steamers.

Special rates (first-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Service, to European

Officials in service of China and Japan, and to

Government officials.

Passengers by this line have the option of

proceeding Overland by the Southern Pacific

and Connecting Lines, Central Pacific, Northern

Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return

tickets to San Francisco will be issued at fol-

lowing rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of

re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or

vice versa) within one year, will be allowed a

discount of 10 per cent. from Return Fare.

This allowance does not apply to through

fares from China and Japan to Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Indian Cities

of the United States, via Overland Railways, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages will

be received at the Office until 5 P.M. same day;

all Parcel Packages should be marked to ad-

dress in full; value of same is required.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

No. 72, Queen's Road Central.

J. S. VAN BUREN,

Acting Agent.

Hongkong, 7th July, 1891.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro Thursday 18th July.
City of Peking Saturday 20th July.
City of Peking Tuesday 11th Sept.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, and
YOKOHAMA on THURSDAY, the 18th July,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver,

Victoria, Esquimaux, New

Westminster, Port Townsend,

Seattle, Tacoma, Portland, O.
To Liverpool and London 345.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officials in service of China and Japan, and to

Government officials.

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proceeding Overland by the Southern Pacific

and Connecting Lines, Central Pacific, Northern

Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return

tickets to San Francisco will be issued at fol-

lowing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or

vice versa) within one year, will be allowed a

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Office, addressed to the Collector of Customs,

San Francisco.

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No. 72, Queen's Road Central.

J. S. VAN BUREN,

Acting Agent.

Hongkong, 8th July 1891.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH

AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal ports in

RUSSIA.

ON SUNDAY, the 2nd day of August,

1891, at 11 A.M., the Company's Steamship

"SACHSEN," Captain H. Supper, with

MAILS, PASSENGERS, SPECIE & CARGO,

will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon.

Cargo will be received on Board until 4 P.M.

Specie and Passes until 5 P.M., on the 1st

August. (Parcels are not to be sent on Board;

they must be left at the Agency's Office). Con-

tents and Value of Packages are required.

The Steamer has splendid Accommodation,

and carries a Doctor and Stewardess.

For further Particulars apply to

MELCHERS & Co.,

Agents.

Hongkong, 6th July 1891.

Intimations.

W. S. MARTEN,

ARTISTIC DECORATOR,

2, DUDDALL STREET,

HONGKONG.

Hongkong, 6th April 1890.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains three

times daily.)

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING

COUGH, and many other complaints. It is

also the very best Antiseptic. Highly recom-

mended by the medical Faculty. To be had from

every reputable Chemist and Druggist. Ask for

Dr. KNORR'S ANTIPYRINE! Each bottle

bears the Inventor's signature, "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China

Export, Import, and Bank Co.—Sole Agents

for China. Beware of spurious imitations!

Hongkong, 20th May, 1890.

G. FALCONER & CO.

WATCH AND CHRONOMETER MANU-

FACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS.

CHARTS AND BOOKS.

No. 45, Queen's Road Central.

Hongkong, 7th July, 1891.

Intimations.

ORIZA-PERFUMERY

L. LEGRAND, 11, place de la Madeleine, 11, PARIS

(Formerly 207, rue Saint-Monore)

LATEST PREPARATIONS

SOVEREIGN ORIZA SOAP
ORIZA RICE POWDER
ORIZA ESSENCE
ORIZA BAU DE COLOGNE
ORIZA DROPS
VIOLETS OF THE OZAR
VIOLETS OF THE OZAR
VIOLETS OF THE OZAR
VIOLETS OF THE OZAR
VIOLETS OF THE OZAR

Superior — ORIZA-OIL — For the Hair

ORIZA-CREAM and ORIZA-LACTE for the Complexion
S

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, JULY 11, 1891.

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, July 11th.

Owing principally to demands from the North a considerable amount of business has been done on the Bialto during the past week.

Banks.—H. and S. scrip has been dealt in to a limited extent, although during the early part of the week shares advanced to 202 per cent. premium, cash, and 208 per cent. for the September settlement. However, since the results of the last half year's working have become known, they have dropped to 193 per cent. for the coming settlement and some sales have been effected at this rate. Shares can be had at 201 per cent. for September; the market closed steady at these quotations.

The scrip of the Bank of China and Japan has changed hands at 173, cash, cum New Issue and shares are now wanted at 17 ex New Issue.

The National Bank of China's shares have been done at 50 per cent. discount for cash, and further shares are being freely offered at this quotation.

Sugar Refineries.—Chinas have steadily advanced to 187 for cash but closed weak. Luzons are being freely offered at 86.

Docks.—Some sales have been effected at 101 per cent. for the settlement but they seem to be out of favor now at 100 per cent. premium.

Fires.—Hongkongs have been done at 315 and further shares are obtainable at this rate. Chinas are wanted at 82.

Insurances.—Traders are quoted and business has been done in them at 63 and 63½ and closed with further buyers at the latter rate. Yangtszes have been done at 115. 100 per share. Other stocks under this heading are quiet.

Land and Building.—Hongkong Lands are being freely offered at 84 for cash. West Point Building shares are also freely offered at 85.

Shipping.—China and Manillas have been done at 475 per share and further shares could be placed at this rate. Douglas are being freely offered at 444 per share but there are buyers at a limited number at 42. Indo-Chinas were done at 27½ per cent. discount cum dividend and there are now buyers at 30 per cent. ex div. Hongkong, Canton and Macao Steamboat Company's shares have been largely dealt in at rates from 33½ to 35 for cash. Some thousands of shares are reported to have been bought for the North. However shares can now be obtained at 34½ for cash and 35 for August.

Mining.—Charbonnages have been done at from \$250 to \$300 per share and more are now wanted at the latter rate. Imuris have been largely done at 9½ and 10 cum New Issue and they are now wanted at 9½ ex. Jelebus have also been done at from 2½ to 4½ for cash but are now offered at 3.—Raubs have been done at 85 cents per share, Funjoms were done at 4 & 4½.

Miscellaneous.—Ices have been done at 88 for cash and Wharves at 83 and further shares are wanted at these rates.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue—193 per cent. premium, sellers.

Union Insurance Society of Canton—495 per share, buyers.

China Traders' Insurance Company—465½ per share, sales and buyers.

North China Insurance—115. 275 per share, buyers.

Canton Insurance Company, Limited—111½ per share, sellers.

Yangtze Insurance Association—115. 100 per share, buyers.

On Tai Insurance Company, Limited—115. 150 per share.

Hongkong Fire Insurance Company—315 per share, buyers.

China Fire Insurance Company—322 per share, buyers.

Hongkong and Whampoa Dock Company—100 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—344 per share, sales.

China and Manilla Steam Ship Company—105 per share, buyers.

Hongkong Gas Company—1131 per share, sellers.

Hongkong Hotel Company—1120 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—3501.

Indo-China Steam Navigation Company, Limited—27½ per cent. discount, buyers.

Douglas Steamship Company—443 per share, sellers.

China Sugar Refining Company, Limited—1187 per share, buyers.

Luzon Sugar Refining Company, Limited—480 per share, buyers.

Hongkong Ice Company—488 per share, sellers.

Hongkong and China Bakery Company, Limited—375 per share.

Hongkong Dairy Farm Co., Limited—47 per share, sales.

A. S. Watson & Co., Limited—420 per share, ex. div., sales and buyers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—4110 per share, buyers.

The Hongkong Steam Laundry Co., Limited—55 per share, nominal.

Punjoon and Sunghie Dus Samantan Mining Co.—44½ per share, sellers.

The Rauld Gold Mining Co., Limited—40.85 per share, buyers.

Imuris Mining Co., Limited—49½ per share, sellers.

The Balmoral Gold Mining Co., Limited—44 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—83 per share, buyers.

Tonquin Coal Mining Co.—1200 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—46½ per share, buyers.

H. G. Brown & Co., Limited—450 per share, buyers.

Crockerbank & Co., Limited—435 per share, nominal.

The Straits Lanchon Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.
The China-Borneo Co., Limited—\$15 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
The Green Island Cement Co.—\$15 per share, sellers.
The Hongkong Land Investment Co., Limited—\$84 per share, sellers.
The Hongkong Electric Light Co., Limited—46 per share, sellers.
Geo. Fenwick & Co., Limited—\$15½ per share, sales.
The West Point Buildings Co., Limited—\$25 per share, sellers.
The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.
The Labuk Planting Co., Limited—\$15 per share, sellers.
The Jelebu Mining and Trading Co., Limited—\$4 per share, sellers.
The Selama Tin Mining Co., Limited—75 cents per share, sellers.
The Shamoca Hotel Co., Limited—nominal.
The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
The Bank of China & Japan & the Straits Ltd.—\$17½ per share, buyers.
The Bank of China & Japan & the Straits Ltd.—Founders' shares, £160 per share, sales and buyers.
London and Pacific Petroleum Co., Ltd.—£15 sellers.
The National Bank of China, Ltd.—55 per cent. discount, sellers.
The National Bank of China, Ltd.—Founders' shares, \$250 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/2½
Bank Bills, on demand 3/2½
Bank Bills, at 4 months' sight 3/3½
Credits at 4 months' sight 3/3½
Documentary Bills, at 4 months' sight 3/3½

ON PARIS—Bank, Bills, on demand 4.08
Credits, at 4 months' sight 4.16
On India, T. T. 222
On Demand 222½

ON SHANGHAI—Bank, T. T. 71½
Private, 30 days' sight 72½

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Melbourne*, with the French mail of the 12th ultimo, left Saigon on the 11th instant at 4 p.m. and may be expected here on the 14th.

STEAMERS EXPECTED.

The 'Shire' line steamer *Radnorshire* left Singapore on the 6th instant and is due here on the 12th.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Thida*, from Bombay, left Singapore on the afternoon of the 7th instant and is due here on the 13th.

The P. & O. S. N. Co.'s steamer *Canton* left Bombay on the 28th ultimo and is due here on the 14th instant.

The Ocean Steamship Co.'s steamer *Yaron*, from Liverpool, left Singapore on the 8th instant and is due here on the 14th.

The 'Shire' line steamer *Langhorne* left Singapore on the 11th instant and is due here on the 18th.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Fenwick & Co.'s Register.)

Barometer—9 A.M.	75.5
Barometer—1 P.M.	75.5
Barometer—5 P.M.	75.5
Thermometer—9 A.M.	83
Thermometer—1 P.M.	83
Thermometer—5 P.M.	83
Thermometer—4 P.M. (Wet bulb)	82
Thermometer—1 P.M. (do)	81
Thermometer—4 P.M. (do)	81
Thermometer—5 P.M. (do)	81
Thermometer—Wet bulb (new night)	81

Shipping.

ARRIVALS.

ASAGAO, Japanese steamer, 1,521, H. Selck, 10th July, Nagasaki 6th July, Coal.—Mitsui Bishi Colliery.

DORIS, German steamer, 774, J. Raben, 11th July, Quinhon 8th July, General.—Wielers & Co.

KWANGLEE, Chinese steamer, 1,506, R. L. Lincoln, 11th July, Shanghai 7th July, General.—C. M. S. N. Co.

INGO, German steamer, 672, Jesselsen, 11th July, Tientsin 27th June, and Shanghai 6th July, Bones.—Meyer & Co.

JAPAN, British steamer, 1,865, J. G. Ollent, 11th July, Calcutta 24th June, Penang 3rd July, and Singapore 5th, Opium and General.—D. Sassoon, Sons & Co.

AMOV, German steamer, 814, Th. Lehmann, 11th July, Whampoa 11th July, General.—Siemssen & Co.

GLENWYLE, British steamer, 2,242, R. J. Gasson, 11th July, Swatow 10th July, Tea.—Jardine, Matheson & Co.

HERMAN WEDEL JARLSBERG, Norwegian str., 1,018, N. Houge, 11th July, Singapore 5th July, General.—Order.

COLLINGHAM, British steamer, 1,640, G. W. Watson, 11th July, Kutchinotru 5th July, Coals.—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.

Della, French steamer, for Hongkong.

Chingtu, British steamer, for Shanghai.

Amoy, German steamer, for Swatow, &c.

Lydia, German steamer, for Yokohama, &c.

Smith, Chinese steamer, for Swatow.

Diamant, British steamer, for Manila.

Asago, Japanese steamer, for Nagasaki.

Bloughut, British steamer, for Yokohama.

DEPARTURES.

July 11, *Libelle*, British str., for Whampoa.

July 11, *Kwongkong*, British str., for Swatow.

July 11, *Varona*, British str., for Nagasaki, &c.

July 12, *Chow-chow-foo*, German steamer, for Swatow, &c.

July 12, *Chingtu*, British str., for Shanghai.

July 12, *Diamant*, British str., for Manila.

July 12, *Elis*, German steamer, for Manila.

PASSENGERS—ARRIVALS.

Per *Asago*, str., from Tientsin, &c.—1 Euro-pean.

Per *Kwongkong*, str., from Shanghai.—75 Chinese.

Per *Yaron*, str., from Calcutta, &c.—Messrs. Behan, Pampel, 3 Bengalese, and 308 Chinese (dock).

Per *Glengyle*, str., from Swatow.—Mr. Rogers and a children, and 280 Chinese.

DEPARTED.

Per *Pishawar*, str., from Hongkong for Singapore.—Messrs. N. P. Dhalia and J. P. Vamala.

Per *Isabella*, str., from Hongkong for Malacca.—Mr. J. W. Girdlestone.

Per *Luigi Baldacchino*, str., for Brindisi.—Mr. Dewen.

Per *London*, str., for Brindisi.—Mr. Schmidt.

Per *London*, str., for Brindisi.—Mr. Schmidt.

Per *London*, str., for Brindisi.—Mr. Schmidt.

Per *London*, str., for Brindisi.—Mr. Schmidt.

Per *London*, str., for Brindisi.—Mr. Schmidt.

Per *London*, str., for Brindisi.—Mr. Schmidt.

REPORTS.

The Norwegian steamship *Herman Wedel Jarlsberg* reports that she left Singapore on the 5th instant. Had fine weather.

The British steamship *Glengyle* reports that she left Swatow on the 10th instant. Had north-east winds from Swatow, and rain squalls.

The British steamship *Yaron* reports that she left Calcutta on the 24th ultimo, Penang on the 3rd instant, and Singapore on the afternoon of the 5th. Experienced light south-west monsoon and fine weather throughout the voyage.

The Chinese steamship *Kwongkong* reports that she left Shanghai on the 7th instant. Had light to moderate south winds with rainy unsettled weather, and low glass to Turnabout; thence to Hongkong had light variable winds and fine weather with low glass.

Post Office.

A MAIL WILL CLOSE.

For Swatow and Shanghai.—Per *Arday* to-morrow, the 12th instant, at 9.00 A.M.

For Yokohama and Kobe.—Per *Lydia* to-morrow, the 12th instant, at 9.00 A.M.

For Shanghai.—Per *Amoy* to-morrow, the 12th instant, at 9.00 A.M.

For Nagasaki.—Per *Asago* to-morrow, the 12th instant, at 9.00 A.M.

For Hongkong and Halphong.—Per *Della* on Monday, the 13th instant, at 7.30 A.M.

For Swatow and Bangkok.—Per *Phra Nang* on Monday, the 13th instant, at 9.30 A.M.

For Amoy and Manila.—Per *Yihang* on Monday, the 13th instant, at 3.30 P.M.

For Straits and London.—Per *Glengyle* on Monday, the 13th instant, at 3.30 P.M.

For Swatow, Amoy, and Fochow.—Per *Halphong* on Tuesday, the 14th instant, at 11.30 A.M.

For Europe, &c., Australia, India, via Madras, and Mauritius.—Per *Calcutta* on Wednesday, the 15th instant, at 11.00 A.M.

For Amoy and Manila.—Per *Don Juan* on Wednesday, the 15th instant, at 3.30 P.M.

For Yokohama and San Francisco.—Per *Oceanic* on Saturday, the 18th instant, at 0.30 P.M.

For Shanghai, Yokohama, Victoria, and Vancouver, B.C.—Per *Parthia* on Tuesday, the 21st instant, at 11.30 A.M.

For Europe, &c., &c.—Per *Sachsen* on Saturday, the 1st August, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygam, 5th July.—Holchow 3rd July, General.—Arnhold, Karberg & Co.

AMIGO, German steamer, 771, C. G. Krudner, 4th July.—Mauritius and Singapore, 10th June, Old Iron.—Wielers & Co.

ARDGAY, British steamer, 1,084, J. Thom, 9th July.—Singapore 3rd July, General.—Jardine, Matheson & Co.

DECIMA, German steamer, 965, C. Christensen, 5th July.—Samarang 25th July, General.—Geo. R. Stevens & Co.

DETRA, French steamer, 717, Abbal, 9th July.—Halphong 6th July, General.—Messageries Maritimes.

FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.

GUTHRIE, British steamer, 1,394, P. Helms, 10th July.—Sydney 20th June, Brisbane 22nd, Townsend 25th, Cooktown 27th, and Thursday Island 29th, General.—Gibb, Livingston & Co.

HALONG, British steamer, 783, J. Roach, 8th July.—Tamsui 2nd July, and Amoy 6th, General.—D. Laprak & Co.

INDEPENDENT, German steamer, 871, T. Schall, 7th July.—Honolulu 10th June, Ballast.—Wielers & Co.

LYDIA, German steamer, 1,186, Forck, 9th July.—Singapore 4th July, General.—Siemssen & Co.

MONGKUT, British steamer, 859, G. Anderson, 3rd July.—Bangkok 23rd June, and Koh-si-chang 26th, Rice.—Yuen Fat Hong.

NINGPO, German steamer, 762, R. Kohler, 4th July.—Whampoa 4th July, General.—Siemssen & Co.

OCEANIC, British steamer, 3,808, W. M. Smith, 9th July.—San Francisco 13th June, Honolulu 20th, and Yokohama 4th July, Mails and General.—O. & O. S. S. Co.

PHRA NANG, British steamer, 1,021, W. H. Watton, 9th July.—Bangkok 29th June, and Koh-si-chang 3rd July, General.—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

RIVERSDALE, British steamer, 1,311, J. Mooney, 5th July.—Nagasaki 28th June, Coals.—Mitsui Bishi Colliery.

SIEHAN, British steamer, 933, E. F. Stowell, 6th July, Saigon 2nd July, General.—Chinese.

SMITH, Chinese steamer, 704, H. Leflier, 10th July.—Swatow 7th July, General.—Saunders & Co.

TSINAN, British steamer, 1,640, W. N. Allison, 9th July.—Fochow 7th July, Tea.—Butterfield & Swire.

SAILING VESSELS.

CALBORGIA, British ship, 1,350, Douglas, 4th June.—New York 23rd January, Petroleum.—Russell & Co.

CARL FRIEDRICH, German ship, 2,042, H. Fröhlich, 5th July.—Cardiff 21st March, Coals.—Melchers & Co.

KALOKORNO, Chinese bark 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

GEORGIEFFA, American bark, 985, Kartom, 18th June.—Singapore 5th June, Timber.—Master.

ISAAC RESS, American ship, 1,480, F. D. Waldo, 5th May.—New York 23rd Nov., Kerosene Oil.—Russell & Co.

MARIA, Spanish schooner, 51, Francisco Olaseo, 9th July.—Manila 18th June, Ballast.—Master.

MCCLUREN, American ship, 1,313, F. L. Oakes, 28th April.—New York 30th November, Petroleum.—Order.

MINNIE G. WHITING, British bark, 1,221, W. H. Smith, 18th June.—New York 2nd Feb., Kerosene Oil.—Jardine, Matheson & Co.

OMEDA, British bark, 420, A. V. Brown, 23rd May.—Singapore 24th April, Timber.—Master.

P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 12th June.—Salmon 6th June, Rice.—Captain.

STANFIELD, British bark, 590, J. Clark, 3rd July.—Sourabaya 14th June, Ballast.—Captain.

VELOCITY, British bark, 491, R. Martin, 26th May.—Honolulu 19th April, General.—Chinese.

XENIA, American bark, 1,226, L. D. Smith, 8th July.—Newcastle, N.S.W., 14th May, Coals.—Geo. R. Stevens & Co.

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